THE RACE AGAIN A FAILURE.

UNABLE TO GO OVER THE COURSE IN TIME.

AFTER A PROMISING OUTLOOK IN THE MORNING

THE WIND DIES AWAY.

Again the Puritan and Genesta met each

time was lost in the morning and in the afternoon the wind failed.

other on the high seas yesterday, and again there was no race. There was every prospect early in the day of a fine race, but

Still the unfinished race showed what

the American yacht could do in a tumble

of a sea, and strengthened more than ever the

faith of Americans in their representative

yacht. The fleet of yachts and excursion

steamers which went beyond the Hook to see

the race and tossed about all day in the rough

gea was not so great as on Monday, but still a

bobbing about all the afternoon in places where

THE BOSTON YACHT TO THE FRONT.

SHE REACHES THE STAKE BOAT NEARLY TWO

MILES AHEAD OF HER RIVAL

day morning, the waves thundered on the beaches

of Sandy Hook, the foam flew, the sea gulls

screamed, dull leaden clouds hung low over an angry sea and everybody said, as yachts and steam-

ers rolled and pitched across the Lower Bay in the

direction of Sandy Hook, that it was going to be a good day for the race. Down through the swash sailed the Puritan and not far behind her the Luckenbach came with the Genesta in tow. Both yachts were in racing trim. The customary keg of

bundles of rope yarn securely strapped around

them and everything was taut and trim. The racing

flag of Sir Richard flew at the peak and the

pennant of the Royal Squadron at the topmast

head. Off beyond the beacon on the Dry Romer

land Lightship and determined to start the race

from that point the wind had hauled more to the

eastward and showed indication of dying out-

Still a stiff breeze was blowing and no one dreamed

but that the course would be made in seven hours.

The huge waves that came roaring on in long tu-

multuous lines like ranks of white plumed soldiers

rushing to battle, tossed the yachts about until the

bright copper on the Genesta's bottom glanced in

the sunlight which now broke occasionally in long yellow streaks through the clouds. Finally the

committee decided to start the race and blew a

series of disjointed toots on the Luckenbach's

whistle as a warning to get above the line. The two yachts came sailing up under mainsail, fore-

staysail, jib and working topsail. They danced

and skipped about in the heavy seas, shaking their

sails and fluttering their flags, shooting from the

tops of waves and plunging into the shifting

heliows as if they were things of life and con-

scionsness and " scented the combat afar off," and

were driven wild with exultation at the splendor

Far off toward the misty eastern horizon steamed

twenty miles away. Then the committee marked

in black on a white board the cabalistic letters " E.

tion on one side of the Luckenbach's pilot-bouse

This was interpreted by every one to mean that

the course for the day's race was to be east by

At 11:30 the preparatory signal was given and

five minutes later the whistle was blown for the

racers to cross the line. The yachts came dashing

down to the start close together, the Puritan to the

windward and a little ahead. They crossed on the

starboard tack and started away to the north-

east, where, above the tumbling waves, stretched,

cloud like, the Long Island shore; and

the great hotel at Rockaway Beach rose with all its turrets and gables from the sea

like some enchanted castle in a Venetian story.

The wind had dropped considerably now, but the

ocean was as lumpy as ever and the knife-like bow

of two yachts went cutting through the green sea

with a rapidity that was astonishing under the

circumstances. The Genesta was apparantly mak-

ing heavier weather of it than the Puritan. She

lay over after the manner of cutters and cut he

way through the waves, rocking and plunging, is-

stead of rising from crest to crest with the light

and graceful motion and buoyant strength of the Puritan. The time of the start was as follows:

As the yachts went dipping and dancing toward

the cloudland in the northeast it soon became ap

parent that the cutter made heavier weather

seemingly than she did in reality, for she steadily

overhauled the Puritan and began rapidly to eat

up to windward. The remarkable speed and the

of Monday had seemed to be attributes of the

Puritan alone, were now developed by the Genesta.

and Sir Richard's racing flag drew ahead to a man-

ner that made people see in dim perspective the In-

ternational Challenge Cup go sailing away in Sir Richard's cutter to the Royal Squad-

ron's Castle of Cowes. At 12:42 the Genesta

was so far ahead that she concluded to get to the

Puritan's windward, and so, coming about on the

port tack, she crossed the Yankee sloop's bows and

came about on the starboard tack again on the

Puritan's weather bow. All this time the wind was flattening, and as the yachts were approaching

the Long Island shore, the water was getting

ward of the Puritan the beautiful Boston boat

scemed to become endowed with intelligence, and

began to run away from her adversary. So they held their tack, standing we'll in

toward the shore until the hotels and cottages of

Long Beach and Point Lookout seemed close

aboard. It was to the Puritan's advantage to stay

said: "You will see that the Yankee won't tack."

smoother. When the Genesta had got to the wind-

nomenal pointing which in the unfinished race

Scandinavian to plant the buoy should mark the turning-point.

of the sea, "its motion and its mystery."

The wind blew fresh from the northeast yester-

to reach again.

tumbling of the sea."

PRICE THREE CENTS.

AN APOLOGY FROM SPAIN. Boyles begged to be allowed to harvest his crops, and

THE NOTE SENT BY COURIER TO BERLIN.

WARLIKE PLACARDS IN SPANISH TOWNS-RESIGN-ING FROM KING ALFONSO'S CABINET.

BERLIN, Sept. 11 .- Count Benomar, the Spanish Ambassador at Berlin, has been informed that a courier has crossed the frontier bearing a note of apology from the Spanish Government for the affront to the German Embassy at Madrid. The members of the German Embassy at Madrid. man Foreign Office will be summened for consultation framediately on the arrival of the Spanish note in this city. It is officially announced that there has been no personal correspondence between Emperor William and King Alfonso regarding the Carolines affair.

London, Sept. 11.—A dispatch to The Times, dated Madrid, 10 o'clock last evening, confirms the report that the Spanish note to Germany expresses the hope that Germany will recognize the prior rights of Spain to the have already occupied, and says that Spain will insert in The Gazette an ample apology in the name of King Alfonso, the Government and the country for the insults to the German Embassy. Brabrilles, Governor of the Caroline Islands, after his arrest was taken to Yap, while others ascert that he was taken to Manilla. A statement that an insurrection had occurred among the soldiers in one of the barracks in Madrid proved to be based upon a disturbance which

took place on September 7.

Paris, Sept. 11.—Spanish news to-day is of a less optimistic character than for several days past Bellicose manifestoes have been placarded in many towns. Le Paris states that it has receive 1 informa from an authentic source that the German fleet has been ordered to be in readiness in case of emergency.

Madrid, Sept. 11.—Admiral Topete, Under Secretary of the Marine, has resigned his office on account of the of the Marine, has resigned his office on account of the friendly terms embodied in the Spanish reply to Germany respecting the Carolines affair. A reception was held at the Royal Palace to-day in honor of the birthday of the King's five-year-old daughter, the Princess of Asturias. Among the guests were Count von Solmssonnenwalde, the German Minister, and other members of the German Legation, who were given a cordial welcome. General, Salamanca was also present. Seber Sagasta and General Lopez Dominguez were absent. The streets were filed with orderly crowds. It is reported that the boiler of the Spanish cruiser Castilla, lying at Cadiz, has exploded. The Castilla is the largest cruiser in the Spanish navy.

THE AEGHAN PRONTIER DEFINED. London, Sept. 11 .- Russia and England hav& signed the protocol delimiting the Russo-Afghan frontier. The Afghan Frontier Commission will meet in November and complete the details. M. Lessar, the special finesian Commissioner, will return to St. Petera-burg on Sunday, his mission having been completed.

THE CIVIL WAR IN PERU.

LIMA, Sept. 11, via Galveston.-A steamer arrived here yesterday from the south. She brings news that Ica, which is occupied by Government forces and volunteers, still holds out, having refused to capitulate. The Cacerist forces have been obliged to ahandon their advanced positions at Canta, owing to want of provisions. The Caccrist Governor of Cerro de Pasco has ordered the commercial houses there to provide a statement of the value of their estates and incomes, and also of all their employes over seven years of age.

PROGRESS OF THE CHOLERA.

Toulon, Sept. 11 .- Seven deaths from cholera were reported in this city to-day. Two patients were admitted to the hospitals, five were discharged cured and eighty-seven remain under treatment. There were three deaths from the disease last night.

opened a relief fund for the suffering people of cholera infected districts of Spain.

Washinstorn, Sept. 11.—Secretary Bayard was in-formed to-day by cable that cholera was increasing in Sielly and Palermo. LONDON, Sept. 11. - The Lord Mayor of London has

HAVANA, Sept. 11.—The President of the "Junta Gestora," Senor Conde de Casa Moré, sent by telegraph to the Cardinal Archbishop of Toledo on September 2 a second remittance of \$6,000 in gold, to be distributed in places afflicted by cholera. The city of Cardenas has sent two remittances of \$1,000 gold to the Archbishop of Granada, and another of \$2,000 to the Archbishop of Saragossa, and will soon send a third sum.

THE SCOTTISH CHURCH QUESTION. LONDON, Sept. 11 .- Mr. Gladstone and Lord Rosebery have each written a letter for publication stating that the question of the disestablishment of the scottish Church ought not to be made a test question at the coming Parliamentary election. At the last session of Parliament there were 1,261 petitions, with 690,022 signatures against the Church of Scotland Diseastablishment bill, and only 103 petitions, with 2,779 signatures, in favor of the bill.

VACCINATION OPPOSED IN MONTREAL MONTREAL, Sept. 11 (Special) .- There were five deaths from smallpox yester lay in the city, and ten authenticated new cases reported. No deaths occurred mitted, making seventy-one now in the bospital. A doctor, with full credentials from the Board of Health, went to the East End to-day to vaccinate the residents there, and returned after three hours hard work, inving vaccinated three children. Dr. Martel has been ap-pointed to assist the Medical Health Officer until the

FRAGMENTS OF CABLE NEWS. PARIS, Sept. 11.-A gale here did great damage to property, and many accidents occurred. CONSTANTINOPLE, Sept. 11.—The United States man-of-war Quinnebaug will sail for Smyrna fon September 4. The vessel was detained at the arsenal at Peru to make necessary repairs. The Sultan declined to allow pay-ment for the repairs.

PARIS, Sept. 11.—General de Courcy, the French com-mander in Anam, having asked that he be given the authority to depose the King, if he thinks it necessary to do so, has been granted the fullest liberty of action.

MAIL BY A SCHOONER TO CUBA.

The following appears in the Havana Advisador Commercial of September 2: "The American schooner Nonpareil arrived to day in ballast. She comes Island and eight passengers. We are progressing. Here-tofore the mail was brought by a second-rate steamboat; now it comes by schooner. If this should break down the probabilities are that they will engage a fishing-

smack." The same paper said on the next day: "What we wrote yeaterday we must now treat seriously. It appears to us that the Washington Administration is clearly breaking the Postal Treaty, since the schooler Nonparell is not a rapid and sure communication, and we think that our postal authorities will protest, and denounce it, especially as we are now in the hurricane season."

MANIPULATING TRACTION STOCK.

PHILADELPHIA, Sept. 11 (Special),-Notwithstanding Mr. Kemble's traction company declared a dividend of \$1.50 on each share last week, the com-pany has just issued the following notice to stock-

holders:

The fifth instalment of \$5 per share will be due and payable on October 1, 1885, at the company's office, payable on October 1, 1885, at the company's office, northwest corner Forty-first-st. and Haverford Road, between the hours of 9 and 12 a. m. It will be necessary for stockholders to present certificates for proper independent.

D. W. Dickson, Treasurer.

Following this was another order, in which the managers decided not to pay the \$1.50 for each share, but to give eredit to that amount to each stockholder, so that only \$3.50 shall be paid on each share. The par value of the stock is \$50.

WHAT INSPECTOR DID THIS?

P ... (DELPHIA, Sept. 11 (Special).-Commolove ... mes M. Ferguson, president of the Beard of Post

Wardens, will to-morrow send an open letter to the Secretary of the Treasury in reference to the treatment he received on his arrival in New-York from Europe on the steamer Westmoreland on August 11. He stated steamer Westmoreland on August 11. He stated to-day that after his baggage was placed at the disposal of the Custom House inspectors he was approached by au inspector who said. "You cannot leave the ship to-day. I have information to the effect that you are attempting to smugle a lot of diamonds through the Custom House, and I must detain you." He finally gave the man twenty francs to examine his baggage, after which he was allowed to leave the ship.

THE CHARLES RIVER MURDER CASE. Boston, Sept. 11 (Special) .- Frank Mitchell, who is in jail on suspicion of having murdered his wife, cut up her body and thrown it into the Charles River has written to a relative to have his bouse put in order because he expects to be home next Monday. This letter has led to a report that Mrs. Mitchell has been found alive in Eugland; that she returned to Boston a few days ago, and that after the witnesses have testified before the Grand Jury and presumably perjared themselves she will be produced.

ARREST OF AN INSURANCE AGENT. PHILADELPHIA, Sept. 11 (Special).—Horntio 8. Stevens, vice-president of the Penn Mutual Life Insurance Company, caused the arrest to-day of Stiles E. Mulford, an agent of the company, on the charge of

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THE COURSE SAILED BY THE RIVAL YACHTS.

bility of the course being sailed within the limit seven hours the committee could recall the yachts. At 3:11 the not recall the yachts. At 3:11 the Puritan came about on the port tack, and was followed by the Genesta four minutes later. The Puritan had run up her club topsail when she tacked off the Long Island shore and at the same time the Genesta had taken in her jibheader and set her sprit topsail. So now those two leaning, wavering towers of canvas went moving slowly over the waters, looking from a distance like penknives with butterfly-wing attachments. The white sails of the Puritan were sliding over the water a mile and a half ahead of the glossy sides of the English yacht when at 4:10 the Puritan came about on the port tack and leaving her competitor, which still held the starboard tack, stood to the southeast. This did not seem to work advantageously and in ten minutes the headsails of the Puritan shook in the wind and she came about on the starboard tack again. This mancuver had told in one way, however: the Yankee sloop was further to windward than ever.

At 5:24 both yachts came about and it was seen that the Puritan was so far ahead of her rival as to make her victory a sure and glorious one if the race could be finished, but every one saw that a finish within seven heurs from the start was hopeless.

All interest now centred about the American

good-sized town was steaming and floating and race could be finished, but every one saw that a finish within seven hours from the start was hopeless.

All interest now centred about the American yacht. It had been stated with great confidence that she would not be able to hold her own with the Genesta in a lumpy sea. The beautiful boat from Boston had confounded and stienced her traducers. Here she was, in a light wind, it is true, but in a tumbling sea, beating the boasted cutter of England so badly that every cutter-man aboard the judges' boat vowed he would move to Boston and build sloops. The Puritan made a tack down by the little flag of red that, bobbing over the water in an open plazza in the middle of a village of steamboats, showed the twenty mile limit and the turning-point of the course. Then she stood on the starboard tack until her skipper thought he could fetch the buoy, when he put her on the port tack and bore down on the turning-point. In order to get around that little flag of red the Paritan had some very fine sailing to do. Not another sloop on this side of the Atlantic could have done it. But the Paritan, sailing so close to the wind that she seemed to be propelled against it by some hidden power, came bounding to the mark, swept around it in a graceful curve and then, breaking out her spinauker, which had been run up in stops, was borne rapidly to leeward, her lotty canvas towering against the onalescent tints of the western sky. The Genesta was miles astern, tacking about in the endeavor to fetch the buoy. There was a pandemonium of steam whistles and a loud shout of applause as the Yankee sloop slid into the glory of the early evening. Then Mr. Tams appeared at the window of the Luckenthe shore was a memory, and the seasick ones sang of a "happy and "they never expected beer had been opened in the Genesia's forecastle. The British sallors had their sheath-knives and whisties and a found should of appliance as the Tankee sloop slid into the glory of the early evening. Then Mr. Tams appeared at the window of the Lucken-bach's pilot house with a golden speaking trumpet in his hand and should to Neils Olsen on the Scandinarian.

the invincible Yankee went plunging into the heavy rollers that came swelling in from the ocean, Seandinavian:

"When we haul down the club flag the race is off.
Then you will take the Puritan in tow."

A short time after the flag of the New-York Yacht bounding from wave to wave as if she loved Then you will take the Puritan in tow."

A short time after the flag of the New-York Yacht Club, which had been flying from a staff in the hows of the Luckenbach, came fluttering to the deck, and the third attempt tosail a windward race for the America's Cup ended in a "fizzle." "Gog and Magog" gleamed from the Highlands, the crescent moon hung in a cloudless heaven and the lights of the city flashed "like a second dawn" to the northeast as the Scandinavian and the Luckenbach went puffing and panting in by the Point of the Hook with the rival yachts in tow. The Genesta was towed into the Horseshae, where she anchored to wait until this morning, when a third attempt to sail the race will be made. The Puritan was taken to Tompkinsville.

To-day, if there is wind enough, the much-post-poned race will be sailed. The course will be twenty miles to windward (or to leeward) from the Scotland Lightship and return. As soon as the yachts and the judges' boat arrive at the starting-point, which will probably be about 10 o'clock, a series of warning whisties will be blown for the yachts to get above the line. Then a preparatory signal will be given, and five minutes inter the starting signal will be blown. Two minutes will be rived which brought the first message to this city had no name, so he was named after the engineer of the Luckenbach, "Garry."

The prospects for a good sailing breeze to-day, as indicated by the Signal Service reports of iast night, are far from flattering. The wind threatens to be light, variable and shifting, mostly from the south. There was a falling barometer in Dalota, which indicates that on Sunday or Monday there may possibly be a wholesail breeze, also from the south.

FROM THE DECK OF THE TAURUS. "winds and the commotion and the tossing and the Off the Point of the Hook the lines of the Genesta were cast off and she proceeded seaward under sail. Then the Luckenbach ran into the Horseshoe, where Neils Olsen was put on board the tug Scandinavian that he might log off the course when it was given out, and some people were taken on board. Out beyond the Hook the Luckenbach hailed the Boston pilot boat Hesperand asked her to send a boat to transfer some people to the Puritan. All this took time, and valuable time it proved to be, forwhen the judges' boat finally arrived at the Scot-

EXATION AT THE FAILURE TO GET AN EARLY

START-PERSONS WHO SAW THE CONTEST. It is coming to be generally admitted by those who have been three times to the sea in ships expecting to witness a brilliant yacht race for the possession of the America's Jup that hope deferred naketh the heart sick. Almost at daybreak on Monday it was apparent that the wind would not course in seven hours, and when the race was destared off, no one felt seriously disappointed. Even on Tuesday there was a doubtful expression on everybody's face concerning Nature's intentions, for the breeze puffed in a listless and indifferent way, so that when the accident occurred there were many who consoled themselves by saying, Well, we shouldn't have had a race anyhow. But yesterday morning the breeze justified the most glowing anticipations. The sun came out brilliant and strong, driving away the dull mists that hung gloomily about Staten island, and marking out a golden path across the harbor. The sea, which had been badly shaken up on Thursday, rolled about in beavy swells, while a million little choppy waves surged over themselves and broke into white-caps. This was [not wholly pleasant to observers, especially for the sake of the Boston mermaid. But it was more than atoned for in the minds of the yachting public by the strong wind that seized flags and pennants and snapped them with a loud report.

On board the steamer Taurus were about 400 secople, guests of the New-York Yacht Club. They made merry in their glad anticipations of a fine race, and did not conceal a disposition to sneer when Captain Martin looked askance at the horizon all around and said he didn't think the wind would be steady. Until 10 o'clock, however, it blew strongly, and then the hardy sailor-men aboard, such as Commodore Dickerson, Mr. Montant and Judge Guiteau began to look a trifle anxious and to murmur that " it looked variable." The Signal Service Bureau had predicted a variable wind, and when it began to turn about from the northeast to the east and to come in unsteady gusts, the wise mariners looked more and more anxious.

Around the Scotland Lightship, from which the start was made, an imposing fleet had assemil d. All the Staten Island barbors had contained large flotillas of shapely yachts at anchor over night, all of which as soon as their owners and passengers came aboard in the morning, made their way to the general rendezvous. The squadron there was not quite so large as it had been on Monday, but it was five times greater than on the succeeding day. A considerable number of excursionists crowded the decks of the tron steamboats Cygnus and Sirius. The Elm City, the Grand Republic, the Baya, the Columbia, the Empire State and the Eliza Haucox also bore many passengers. The Old Dominion steamship Richmond had been chartered specially for the accommodation of select companies of sightseers, and its immense bull, almost as wide as it was long, rose high over the water. It looked like a big black tub,

The steam yacht fleet congregated in honor of the in smooth water as long as possible, and when at race was as imposing as on the first day. Mr. Alexander's Vision, Mr. Clyde's shapely Ocean 1:10 the Genesta came about, and stood out to sea into the rough water, those on the judge's boat Gem, Mr. Morris's Cora, Mr. Gould's Atalanta Mr. Kennedy's Viola, Mr. Coleman's Seminole, But she did, after holding her luff long enough to Mr. Aspinwail's Sentinel, Mr. Gerry's Electra, the bring her on the weather side of the cutter, when flagship Polynia, the Aida, and the Natalie were among those which sailed over the course. Com-Since the Puritan had begun to run away under modore Archibald Roger's Bedonin played around the lee of the Genesta, just after the cutter had the lightship, but disappeared before the race becrossed her bows, she had been steadily regaining gap. Among the schooner yachts out were Mr. what she had lost in the light breeze Lockheart's Alice and Gordon Dexter's Foam, both of Boston, flying the colors of the Eastern Yacht Club; Auson P. Stokes's queenly Clytte, Mr. Bilimgs's Romance, Mr. Collender's Speranza, Mr. Chase's Cho, the Rebecca, the Dauntless, the Resolute, the Estelle and the Varona. Hosts of whitewinged sloops cut around in the ocean outside Sandy hook, but few of them or even of the schooner fachts attempted to follow the contestants. A number of vacht clubs were accommodated with private tug boats. The Larchmont flag of blue and white Nevertheless, as long as there was the least possi- bars floated from the peak of the Joseph Stickney.

NAVE-SIN

The chart above illustrates with great nicety the comparative evolutions of the two racing yachts. The heavy line traces the comes of the cutter (Genesta), the lighter one that of the sloop (Puritan). The wind blew east by northeast, as indicated by the arrow W. The twenty-mile turning point was, therefore, at the spot described as northeast, as indicated by the arrow w. And twenty-and tank, the sloop keeping close to the wind, the cutter bearing a trifle more away, and thus making more headway. She sailed for about seven miles thus, reaching the spot marked A, off Rockaway Beach, at 12:41, while the Puritan was at a point in her course designated by the same letter. Then the cutter went about on her port tack, crossing the Puritan's low at B, and, going on her weather quarter, went the cutter went about on her port tack, crossing the Puritan's low at B, and, going on her weather quarter, went the cutter went about on her port tack, crossing the ranker soon at D, and, going on her weather quarter, went in stays again on a starboard tack, the sloop keeping her course. The Boston boat then bore off from the wind and also drove ahead, as the cutter had done. Their positions at C and at D, where they both took a port tack, the Genesta at 1:11 and the Puritan thirty seconds later, may be relatively seen. The Yankee boat had made about Genesta at 1:11 and the Puritan thirty seconds later, may be relatively seen. The Yankee boat had made about 11 miles and was off Far Rockaway. On this tack the Puritan was seen to her best advantage, and keeping close to the wind sailed with such skill that when she tacked again at F, she was perceptibly ahead of the cutter, with all the advantage of being a third of a mile to windward. The race was Very slow, however, for when she tacked again at F it was twelve minutes past 4, and she had only sailed about eight additional miles. At that time she had left the Genesta badly. She went to starboard again at G, when the cutter was just crossing her late track, and from then till the sloop rounded the stakeboat her advantage increased the relative positions of the hoats at H show how admirably the Bostonian had employed every opportunity. When she went about at M the cutter had still two tacks to make before she would have reached the end of the Windward stretch. At 5:37:56, when the Puritan had completed the stretch, she had sailed in all about 2742 miles

The Seawanhaka Club filled the decks of the steamer William Fletcher, the Beverly Yacht Club AID ASKED FOR THE SUFFERERS AT WASHINGTON retained the Haviland, and besides these a swarm of tugs, among which were the Harry Russell, the Reindeer, the James D. Nicol, the Robert T. Banks, the James A. Garffeld and the enormous Cyclops, were all about the lightship, bearing private

The scene was beautiful on Monday. Then the sky was serene, the sea smooth and polished, the sun kindly but not too warm, the breeze just strong enough to serve as a grateful fac, the coast-line on either hand clearly defined against the sky—just a lovely day for a party on the sea. But yesterday was grand rather than pretty. The squadron was tossed and rocked on the heavy swells and choppy billows and thrown from side to side, a hundred closely gathered vessels each bobling up and down in a different motion. The sky took its taches from the wind, and grew cold and bleak, warm and radiant by turns. The clouds gathered angrily in spots, and then all clumped together as if engaged in discussion. The lines of the northern shore from Coney Island down to Long Beach were faint and damal-looking, and that nearer by, from the Hook to Long Branch, looked like a long range of dark sand.

An hour of delay occurred when all seemed ready for the start. The rival boats were wandering around, and the breeze blew hard, and all the excursionists wondered at what appeared to be a causeless wait. Finally the Luckenbach assumed her place and the whistle saunded for the yachts to get ready. Thousands of spy-glasses were levelled at them. Eager throngs pressed over the rails of their craft to watch every motion of the queenly years. The scene was beautiful on Monday. Then the

at them. Eager throngs pressed over the rails of their craft to watch every motion of the queenly vessels. They clambered up on the paidic-boxes of the steamers and invaded all sorts of dangerous

of the steamers and invaded all sorts of dangerous and unseemly points of vision.

Among the yachtsmen on board the Taurus who watened the boate contending for a choice of positions were L. M. Rutherford, formerly owner of the schooner yacht Palmer, who was on board the old America when she won the cup in the famous race off Cowes; T. Denny Boardman, William Forbes, brother of the principal owner of the American champion; Charles Marshall, George R. Fearing, J. M. Guiteau, Frederick Bronson, F. Lincoin, Judge McCiowan, ex-Park Commissioner Lane, R. W. Camerou, manager of the Anstralian Line of steamships, and F. J. W. Hurst, of the National Line. The tactics of the Puritan delighted experienced yachtsmen. She won her position to windward by much the same managuvre as that which secured the advantage to the Genesta on Tuesday. Seeing the impossibility of getting on her rival's weather quarter, the Genesta put off for the starting line and the race began.

All the steam fleet followed the racers closely, but the greatest care was taken by their pilots and contains not contained to get into any situation which

All the steam fleet followed the racers closely, but the greatest care was taken by their pilots and cipiains not to get into any situation which could in any way interfere with the movements of the yachts. Some of these performances were warmly commended as striking proofs of their extraordinary qualities. When the Genesta, by sailing away from the whad on her first starboard tack, secured sufficient headway to enable her upon going about to cross the Puritan's bow, she would have been the recipient of loud appliance had she been within earwhot.

"Talk about your Yankee tricks," said the captain of the Taurus to Mr. Montant; "did you ever in all your life see a cooler piece of impertmence than that f She just waited till she could pass her so close that they almost touched and then across she went." The

an that f She just waited till she could pass her close that they almost touched d then across she went." The iritan's method of acknowledzing her versary's compliment was not less delightful to erowd. She hore away a triffe and proceeded play on the Genesta the same trick that had been play on the Genesta the same trick that had been the crown. Since the same trick that had been successfully played on her. The Bostonians were wild with entansiasm when they saw her driving ahead so soon as she took a little of the wind. The Puritan's pointing was received with outbursts of der git. Ex Commodore Dickerson stands ready to risk a leasket of champagne to his old hat that there is no weather in which the little white sloop cannot show her heels to the cutter. "If she can do it now," he said, "in this unsteady wind and with this tail-end of a stormy sea, she can win every time." The salute tendered the sloop when she finally crossed the line could have been heard for ten miles. It was an uproar multiplied by a hubbub. The whistles of a hundred craft shruked, screamed and tooted as if they were playing a

hubbub. The whistles of a hundred craft shricked, screamed and tooted as if they were playing a paran of victory.

The disappointment of the excursionists at the failure to make a race of the contest was keen and pronounced. A good deal of blame was attached to the committee for not ordering the race an hour sooner while the wind was strong. The murmur was loudest among the Bostonians, who, having been here for nearly a week, feel highly unwilling to go home without seeing even the first race. The race to-day is not likely to be largely attended.

FEW PEOPLE ON THE EXCURSION BOATS. INTEREST IN WALL-ST. AND ABOUND THE BULLE-TINS-8,000 SPECTATORS IN ALL.

A bootblack stood on a pile of unhewn timber on the Battery yesterday morning, his feet bare, dirty and torn. Now and then be looked out on the bay and shouted "hooray" as some crait all arrayed in bunting and holiday attire passed out to sea bearing a gay crowd of race-seers. First the police boat Patrol gave a prolonged whistle and left a spiral line of foam where it picked its way out through the numerous small vessels, "Them cops are sailin' in for a snap" said the boy confidentially to a stranger. "Wish I was a cop." The Old Dominion steamer Richmond came down the North River from Beach-st., crowded on all decks with spectators. "Them fellars will have to stand out in the sun all day," yelled the boottlack, "Ain't a place on board for 'em to stick a head if it rains," The Richmond bad a full thousand—the most heavily loaded boat of the day. "Law! I never seed so few people along the Battery," muttered the boy clutching the insides of bls ragged pockets. "Tell yer it's too cold for stanin' room here." The Cygnus (Continued on Fifth Page.)

RESULTS OF THE TORNADO.

COURT HOUSE-A CLOUD-BURST.

WASHINGTON COURT HOUSE, Ohio, Sept. 11. Congressman John Little, who has been here two days examining into the situation of affairs, says : "The Rerendered destitute. Numbers of persons are on the will be heavily burdened to make their own necessary repairs. Aid for the suffering poor must, therefore, come from outside sources. It will require many thou-sands of dollars to alleviate the suffering, and there should be no delay in furnishing it. There is reluctance among the citizens to ask for outside assistance. They asking, and come graciously. Winter is close at hand, and the Relief Committee, which is a most excellent one, will have all it can do, with all the needed funds at hand, to provide shelter for the needy by the time cold weather sets in. Every dollar sent to the chairman, Colonel H. B. Maynard, Washington Court House, will be conscientiously applied to the relief of the needy

that the wreck off Two Rivers, Wis., is the seew Milton, of this port, and that her crew are lost. The piece of monkey-rail, painted white, with the name Milton in black letters, is recognized by several vessel men here as from the Milton. She left here over a week ago, was loaded with wood at Helge How Harber, and should

TUCSON, Arizona, Sept. 11.—A cloud-burst near Pantans on Wednesday evening washed out six miles of track and damaged a number of bridges. A special reight train from the East was wreeked. Engineer Charles Stanton was injured in the breast, Fireman Smith had his leg bright, and "Len" Harris had his head cut and his leg injured. There was no train east or west from Tucson last night.

LAWLESSNESS AMONG THE MINERS. SHAMOKIN, Penn., Sept. 11 .- Mollie Masirism is again rampant in the upper and lower Luzerne morthern coal-fields and mines are frequently fired. Murderers and fire-bugs go free, and the police seem noonlight" rifle companies are drilling unmolested and the Association of Miners and Laborers is daily growing by hundreds. It is well known here that the growing by hundreds. It is well known here that the 
"Mollie Maguire" brotherhood has been quietly organizing since last April, and a general outbreak is confidently 
looked for before November. Detectives are watching 
for Socialist Gorsuch, of Chicago, who, it is thought, will 
try to organize a revoit among the miners. The familiar 
"coffin notices" have been received by several members 
of the Law and Order Society.

Where Lind, W. Va., Sept. 11.—Since the ending of the oal haulers strike in the Wheeling Creek Coal mines there has been much fil-feeling between the old drivers and the men who filled their places. This culminated last night in an afray in which two of the strikers were astrough wounded. Late in the evening a crowd of miners and others proceeded to the house of Isaac Jones, one of the new haulers, and proceeded to tear it dewn. They began operations by beating in the door with a heavy log of wood and breaking the windows out, when Mr. Jones seized a shot-gun and fired two loads of buck-shot into the crowd, seriously wounding Frank Eielleker and Bernard Moconaugh, and driving the rest of them out of range.

CLEVELAND, Ohlo, Sept. 11 (Special). - William Edwards ex-Congressman Townsend's partner and the Police Commissioners had an informal conference to-day on the situation among the fron mills at Newburg. Mr. Edwards spoke for the business interests of the city. He said that two-thirds of the men wanted to return to work and the Mayor ought to send out a police force large enough to protect them. One decisive battle he thought would settle the strike. "I don't say, but the management of the mills might be better," continued Mr. Edwards, "but they have never yet conceded anything and never will. Senator Payne told noe the other day that the mills would never start up except on their own terms." It was finally agreed to present the matter in this light to the Mayor. The strike is apparently approaching a termination of some sort, Meetings and discussions are again the order of the day, and it is the general impression that the mills are soon to be put in operation. Edwards spoke for the business interests of the city.

THROWN IN TO HYSTER CS BY NAPHTHA Boston, Sept. 11 (Special) .- One of the girls

employed in the coat room at the American Rubber Works on Potter-st., Cambridge, began to conduct herse in a strange manner this morning. She laughed, cried, then suddenly became sober and fainted. Another girl close by her fainted almost at the same instant, to be followed by a third. This was a signal for a general panie over 200 girls suspending work. The unconscious ones were carried into the open air and medical aid soon ar rived. Before the doctors arrived about ten or twelve rived. Before the doctors arrived about ten or twelve more were in various stages of hysterics. Inside of twenty minutes about thirty-five girs were affected, many of them having fainted. Their actions were airributed to fumes of napitha which they were obliged to breathe while using the cement for the gums of the shoes and coats. Its effect upon the system is not unlike laughingsas, being more violent in those of weak constitutions. They were using the napitha in large quantities to-day. A dozen or more of the girls were sent home in wagons and carriages.

WHIPPED BY MASKED REGUTATORS.

CHARLESTON, S. C., Sept. 11 .- An account is published of the recent foings of bands of white regulators in Fairfield County. In July the regulators visited a farm near Ridgeway, where lived a white family named Boyles, one of the daughters living openly with a negro. Two others kept a disorderly house for negroes. and warned them to leave the county in 'ten days,

LOSSES IN VARIOUS PLACES.

lery was burned last night with most of the stock. The origin of the fire is not known. The distillery has been idle for some time. The loss is \$40,000; insurance \$15,000. BARTON, Vt., Sept. 11. -Fire broke out early this morning in the store belonging to A. D. Owen, dealer in general merchandise, and consumed the building and also

elevator of Kemmerer & Lamb were burned at Independence this merning. The loss on the cars and their contents is \$12,000; partially insured. The loss on the elevator is unknown. BANGOR, Penn., Sept. 11 (Special).-The school slate

factory of the Bangor Slate Company was totally deatroyed by fire together with valuable machinery and

Long Branch, N. J., Sept. 11.—Iwo here occurred here last night in the livery stables of Christopher Brahm and Joseph Cohen. The damage was slight. Chief Basely says the fires were of incendiary origin and that he has a clew to the incendiary.

TELEGRAPHIC NOTES.

BUYING MILES OF TELEGRAPH WIRES.
CLEVELAND, Sept. 11.—The sale of the Bankers am
Merchants' wires, claimed by the American Rapid Tele
graph Company, extending from Steubenville to the
State line, from Freeport, Ohio, to the State line o
Indiana, and from Eaton to Cincinnati, was held to-day
The wires were bought by Edward S. Stokes, of New
York, for \$65,350. The appraised value was \$93,000.
END OF THE DRUGGISTS' CONVENTION.
PITTSBURG, Sept. 11.—The American Pharmaceutica

END OF THE DRUGGISTS CONVENTION.

PITTSBURG, Sept. 11.—The American Pharmaceutical
Association concluded its business this morning and adjourned at noon after selecting Providence, R. L., as the
next place of meeting and the second Tuesday in September, 1886, as the date. Mesars. Alexander H. Jones
of Philadelphia; Mahlou H. Kline, of Philadelphia; E.
Waldo Cutter, of Boston; Christian F. G. Meyer, of St.
Louis; and Louis Lehr, of New-York, were elected a
Drug Market Committee. The delegates left here to
night on an excursion to Luray Cave, Va.
BUSHOP LAY RAPIDLY SINKING.

BISHOP LAY RAPIDLY SINKING.
BALTIMORE, Sept. 11.—The condition of Bishop Henry
Lay, of the Protestant Episcopal Diocese of Easton,
who is at the Church Home on Broadway, this city, was
such this morning that little hope is cutertained for his
lasting over a few days, and he may possibly not live
that long.

that long.

LYNCHING OF A NEURO.

CINCINNATI, Sept. 11.—Last Saturday a negro made a brutal assault upon a five-year-old daughter of a poor man, one Lumsford. Last night a mob carried the negro to the woods and hanged him to a tree.

St. JOSEPH, Ill., Sept. 11.—A new interest has been aroused in the Peabody poisoning case by the statement that the poison found pinned to the undergarment of Miss Hasty was not there at the time of her death, and many now believe that she was innocent. It is believed that new revelations will soon be made.

on account of his poverty he was given leave to do so, but in the meantime the original order being disobeyed the regulators gave the family another whipping. Next the regulators visited persons who lived between Ridgeway and Winnsboro and whipped them badly. Lloyd Davis, who has a negro mistress, was next visited. He got away. His household furniture was broken to pieces and his colored family warned to leave the neighborhood. Thomas Davis, the richest merchant in Ridgeway, was given ten days notice to quit because he had a negro mistress and family. He left his business in the hands of his clerks and went to Mississippi. Ross Williams, who lived on the other side of Ridgeway with a negro woman, was severely whipped along with his mistress. About ten families, all mixed, have been assanited by the regulators so far. The regulators disguise themselves by covering their faces. No weapons except hickory switches have been used. THE FIRE RECORD. MANY POOR FAMILIES MADE HOMELESS.

on account of his poverty he was given leave to do so

NARROW ESCAPE OF SCORES OF PERSONS IN PAT-ERSON-PROBABLY AN INCENDIARY FIRE. A fire which broke out in Paterson, N. J., at 2:30 a. m. yesterday destroyed several large frame houses on Straight and Essex sts., and made a number of poor German familes homeless, involving a loss of \$15,000 or \$20,000. The fire broke out in the kitchen of the house No. 325 Straight-at., occupied by Theodore Wiss as a liquor store, and containing also a hall used for political meetings. This house and No. 327, both of which were owned by William Buschmann, were rapidly destroyed. No. 327 was a a large tenement house, occupied by a number of families, and several of the inmates had narrow escapes. The tenants lost nearly all of their goods, having enough to do to save themselves from the rapid march of the flames. A young woman, Ida Stanley, had just left the house with an infant in her arms when the stairs which she had descended fell with a crash. Buschmann's less is estimated at from \$8,000 to \$11,000; insured for \$0,000 on buildings and \$450 on furniture. Wiss had an insurance of \$1,500 on his furniture and barroom fixtures in No. 325, which will hardly cover his loss. Five Germans and an Italian boarded in this house and lost all their ciothing. The house at No. 323, owned and occupied by Henry F. Mann, was gutted and the barn in the rear destroyed. Iwo cows were rescued with difficulty by Mr. Maan, who burned his face in doing so. His loss is about \$800, covered by insurance. The house at No. 321, owned by Martin Plasecki, was slightly damaged. In the rear of the Straight-st, houses are two frame dwelling-houses which are also in the rear of lots, Nos. 31 and 33 Essex, st., and owned by Patrick Murphy; these were damaged about \$500; insured for \$1,900. No. 31 was occupied by poor families, who lost nearly all their furniture. An addition now building to the sik mills of George Frost & Sons was damaged about \$100.

The critical of the fire was undendtedly incendiary.

poor families, who lost nearly all their furniture. An addition now building to the slik mills of George Frost & Sons was damaged about \$100.

The origin of the fire was undoubtedly incendiary. Wiss had had a creat deal of trouble with quarrels between his beariers and others, and altercations were frequent in the neighborhood. He had incurred the ill-will, he says, of one man who threatened to "fix" him, and to run him within a few days, and on Wednesday night Wiss found his kitchen floor on fire. The flames were then extinguished without much damage. Wiss went before a justice and tried to prosecute his suspected enemy, but the magistrate could not find cause enough to issue a warrant. Just before this fire was discovered yesterday a man was seen hurrying through an alley near the house, and a dog kept on the premises made him hurry faster yet.

The German societies of Paterson have called meetings to take action toward relieving the scores of persons made homeless and destinate by the fire, and the Swiss singing society, the Crustil Maconnerchor, will meet for a similar purpose on Monday. The fire was the most extensive that had occurred in Paterson for many months. The horses recently bought for several of the steamers and trucks, which were heretofore drawn by hand, had their "first run" at this fire.

WOMEN ALARMED IN A BROADWAY STORE. A fire broke out at 9 a.m. yesterday in the sub-celiar of the building No. 537 Broadway, which extends to Mercer-st. Smoke and flames coming up the front stairway alarmed several women who were working in the basement, and they ran to the sidewalk without their lats or wraps. Two alarms were sounded before the firemen were able to conquer the fire, but they did not permit it to get beyond the sub-cellar. No person could tell how the fire started. J. C. Wemple & Co., who owned a large stock of window shades in the sub-cellar lost about \$5,000, and snoke caused a damage of about \$3,000 upstairs. The building was damaged to the extent of \$2,000. The losses were covered by insurance. About two years ago a building which occupied the site of the present structure was destroyed by fire. A fire broke out at 9 a. m. yesterday in the

FLAMES ON A BARGE.

Some bedding in the barge Susquehanna aught fire at 3:15 p. m. yesterday, while the barge was caught are at 3:10 p. m. yesterday, while the barge was tying at Pier No. 35, North River, and the flames extended to the woodwork. Two alarms were sounded quickly and the fremen extinguished the flames in a few minutes after they arrived at the pier. The loss was about \$2.000. The Susanehanna is run between this city and Newburg, where her owner lives. The loss by the ire is covered by lasurance.

EIGHT THOUSAND TONS OF COAL BURNING. PROVIDENCE, R. I., Sept. 11 (Special).-A are caused by spontaneous combustion has been burning in 8,000 tons of coal owned by the Boston and Providence Kailroad Company at India Point since Tuesday. To-day the Providence fire department was called upon formal. They succeeded in stopping the blaze but not the dire, which is at the bottom of the gigantic pile and will probably burn for one or two weeks. The work of removing the coal was carried on as rapidly as possible to-day. The coal is so full of oil that the water has little effect upon it.

BARNS BURNED BY INCENDIARIES. The barn of J. F. Perkins, at Glen Cove, L. I

was burned shortly before midnight on Thursday. Almost at the same time are broke out in the barn of T. F. Young, at Oyster Bay Cove, about four miles distant. The flames lighted up the country for miles around. Mr. Perkins's part contained three valuable hyrses, which were saved, but a carriage, fifty bushels of potatoes, farming utensils and a quantity of hay were destroyed. The barn was a new one and the loss is estimated at \$4,500, partly covered by insurance, Mr. Young's partly, containing hay and farming utensils was soon consumed. The loss will not exceed \$2,000, on which there was no insurance. Both ares were of incendiary origin, and a number of fires of this kind have occurred on the north side of Long Island in the last two months.

MILWAUKEE, Sept. 11 .- The large works of the Milwankee Cement Company at Lindworm Station, five miles north of this city, caught fire this morning. The fire destroyed three warehouses and six freight cars. The less is \$18,000; insurance \$13,400. Four box cars belonging to the Chicago, hillwaukee and \$1,200. Four box cars belonging to the Chicago, hillwaukee and \$2,200. Four box cars belonging to the Northwestern Company were destroyed. The fire is believed to have been of incendiary origin.

Bandstown, Ill, Sept. 11.—W. H. McCormick's distillment of the property of the company was a supplying the company of the

the drugstore belonging to E. F. Datton, Mr. Dutton the drugstore belonging to E. F. Dutton. Mr. Dutton lived over the store and lost everything in his building. Little was saved from the Owen block. Mr. Owen's loss is \$3,000; insured for \$6,350, Mr. Dutton's loss is estimated at \$9,000; insured for \$5,500.

CEDAR RAPIDS, Iowa, Sept. 11.—Eleven cars of the Burungton, Cedar Rapids and Northern Railway and the

LONG BRANCH, N. J., Sept. 11.-Two fires occurred here

and heavy sea. Now as the two yachts went plunging seaward on the port tack it was seen that the Puritan was almost even with the Genesta on a straight line and some distance to windward. A breeze came in over the rolling waters from the southeast and the Yankee sloop crawled up ahead of the Genesta and increased her windward position at the same time.

At 2:27 the Puritan was a mile ahead. The wind was failing rapidly again by this time and it was evident that there would be no race.